

COUNTRY

Eastern Germany

SECURITY INFORMATION

REPORT NO.

TOPIC

Jueterbog Altes Lager Airfield

25X1

DATE PREPARED 6 October 1952

PAGES

4

ENCLOSURES (NO. &amp; TYPE)

REMARKS

DO NOT CIRCULATE

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1. 18 August. In the morning, there was flying by two twin-jet aircraft 25X1

Each of the aircraft was aloft for about 30 minutes. A ground attack plane took off at 1:20 p.m. and landed at 2:30 p.m. Six ground attack aircraft 25X1

were parked in front of the repair shop. an officer and an LM installed a grey box, 20 x 20 x 25 cm, in the cabin at the right side forward of the pilot's seat. 25X1

19 August. Many ground attack planes landed at the field at 10:30 a.m. These aircraft took off again at 11:40 a.m. In the morning, the engines were dismantled from five ground attack planes 25X1

An average of three hours was required for the dismantling of one engine with one officer and three LM working on each plane. The dismantled engines were loaded by crane on trucks and shipped to the former air technical school. The tail guns of IL-28s were adjusted at the target range. 25X1

26 August. Between 3 a.m. and 4 p.m. and from 7:50 p.m. to about 2 a.m., there was flying with twin-jet aircraft of both types. At 4 p.m., the aircraft were arranged in groups of three aircraft for night flying. During day flying, the crews, after landing, remained at the take off point and were not, as usual, driven to and from the take off point. Only one officer wearing a two piece leather suit and carrying a map case walked to and came back from the flight administration building after one or more flights. Three IL-28s were parked just southeast of the repair shop. Two or three men did minor repair work on each of the planes. A swept-wing jet fighter landed at 2:50 p.m. No smoke or vapor was seen at the exhaust opening of the plane. The aircraft was parked in the repair hangar. 25X1

28 August. The jet fighter landed twice. ground attack planes were parked in front of the hangars at the northern side of the landing field. 25X1

Rosettes were painted on the fuselages of three additional ground attack planes. 25X1

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31 August, [redacted] take off of four flights of jet bombers. Since it was not observed that these aircraft returned to the field, it was assumed that they belonged to a unit not stationed at Jueterbog Altes Lager airfield. Furthermore, the flight of these aircraft indicated a more advanced training status than the flights by the aircraft stationed at the field. (1)

2. Construction work on the roof of the repair hangar was discontinued, the newly erected mast was taken down again, and the construction work was started on the roof of eastern one of the two southern hangars. A mast, about 6 or 7 meters high, braced in the middle by two ropes, was erected there. A red lamp was fastened to the top of the mast. On 26 August, a device ellipsoidal in shape having a vertical diameter of about 20 cm and a horizontal diameter of about 25 cm, was attached to the mast about 20 to 30 cm below the top. (2)

3. On 19 August, a flatcar with sideracks was parked on the spur track. This flatcar was loaded [redacted]  
The ropes and blocks were being removed [redacted]

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4. [redacted]

5. On 29 August, Jueterbog Altes Lager airfield was visited by a general. Extensive security measures were taken, and all Germans had to leave the field.

6. At 9:30 a.m. on 27 August, a twin-jet aircraft took off, circled once over the field and landed after about 10 minutes. Flying was continued with two biplanes and one high-wing monoplane flying in an undetermined direction. One biplane landed after some time. At 10:20 a.m., nine of the ground attack planes parked at the runway took off individually at short intervals. After circling over the field once, the aircraft assembled in three flight formations. After a while it was observed that the aircraft practiced diving at some distance from the field. At about 10:30 a.m., another twin-jet plane took off and landed after circling over the field for about 12 minutes. At 10:35 a.m., the remaining nine single engine ground attack planes parked at the runway took off and left the field.

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[redacted] on the fuselage of two aircraft. The ground attack planes had not landed by 3 p.m. when the observation was discontinued. Aircraft observed at the field included 10 twin-engine jet aircraft, [redacted] parked at the eastern border of the field, 12 twin-jet aircraft [redacted] along the northern field border and five more twin-jet aircraft parked southwest of the aforementioned planes. There were also four twin-engine aircraft with single rudder assembly, nose wheel and plexiglass nose parked at the field. Five single engine monoplanes, one high-wing monoplane and a biplane were parked at the flight control building. Eighteen ground attack planes were parked at the runway ready to take off.

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7. At 9 a.m. on 29 August, there was flying by five twin engine jet aircraft. The aircraft took off individually, made local flights and landed after about 10 to 15 minutes. The next aircraft took off

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after the first one had landed. At 10:30 a.m. a single engine monoplane took off and towed a sleeve target, at first, at a short rope which was gradually released so the distance between aircraft and sleeve target grew to 150 to 200 meters. The aircraft left in the direction of Treuenbrietzen where the sleeve target was attacked by jet fighters. (1)

3. The 37 mm AA gun was still observed at its previous location.

9. On 22 August, a radio truck with rod antenna was seen at the runway.

10. Between 10 a.m. and 12:30 p.m. on 25 August, flying activity was observed at Jueterbog Altes Lager airfield. Two twin-engine aircraft with sleeve targets were flown over the troops training grounds east of the airfield. AA guns, probably of 37 mm, fired at slow cyclic rates at these sleeve targets. Small bursts were seen in the air. At 10:40 a.m. three twin-jet planes took off and landed again after circling over the field for four to seven minutes. Before they lifted from the ground, brakes were briefly applied. The aircraft came in for landing at a very low altitude with engines throttled down. One of the twin-engine aircraft with sleeve target returned, dropped the sleeve target over the field and landed. It was noticed that the aircraft had a single rudder assembly and a nose wheel. [redacted] four twin-jet aircraft parked at the eastern border of the field and the [redacted] were seen on two engine jet aircraft parked at the northern airfield border.

11. At 10:53 a.m. on 23 August, four twin-engine jet aircraft took off in rapid succession, the following aircraft started to roll just when the preceding aircraft lifted from the ground. One of the aircraft flew individually, and the other three flew straight ahead closing up to a flight. The distances between the aircraft were approximately one wing span. After circling once around the field the individual plane came in for landing. At 11:20 a.m., the aircraft of the flight landed at short intervals starting with the aircraft flying at the left wing. [redacted] on the landing aircraft. Twin barrel tail guns were seen on aircraft [redacted] while no projecting tail weapons could be determined on aircraft [redacted]. A single-engine ground attack plane [redacted] landed at 11:35 a.m. About 20 twin-engine jet aircraft with [redacted] some of which had auxiliary tanks were parked along the northern and eastern border of the field. (1)

12. [redacted] an auxiliary tank in the approach lane. The flat egg-shaped tank was about 2 meters long and 80 cm in diameter and was provided with baffle plates. (4)

#### Comments.

(1) The information leads to the conclusion that IL-10s, probably of the ground attack regiment stationed in Reinsdorf are fitted with new engines or repaired at Jueterbog Altes Lager airfield, which is the technical base of this regiment. The MiG-15 [redacted] was previously observed on test flights. [redacted] and [redacted]. The installation of boxes in the cockpits of ground attack aircraft [redacted] cannot be commented on.

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The 20 to 22 IL-28s counted at the field are probably the aircraft of the reconnaissance regiment stationed there, while five IL-28s are believed to belong to the bomber regiment previously stationed at Cottbus airfield.

- (2) The erection of a mast on the roof of the repair hangar was previously reported. The purpose of this mast which was moved to the hangar that houses the flight control office in an annex cannot be determined. 25X1

(3)

- (4) The reported dimensions of the auxiliary tank do not indicate that any specific type of tank was used.

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